

OBLON, SPIVAK, ET AL DOCKET #: 220151US3 INV: Hiroyuki NISHIZAWA, et al. SHEET \_2\_ OF\_30\_

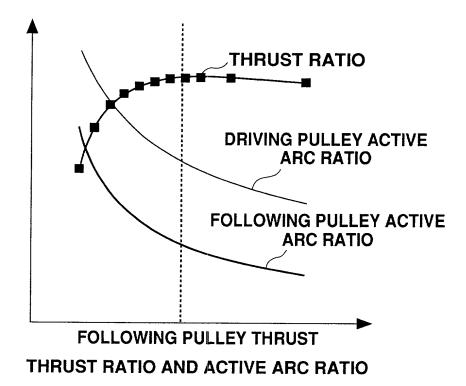
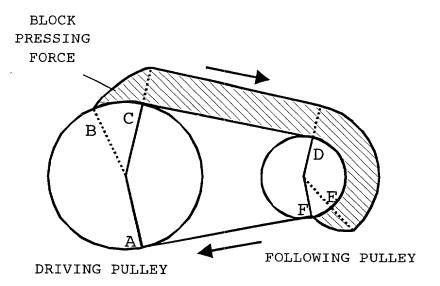
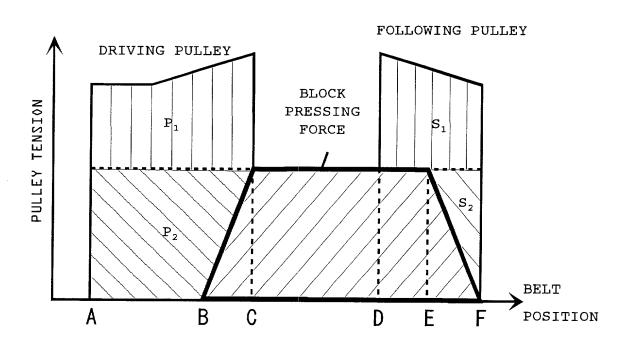


FIG. 2



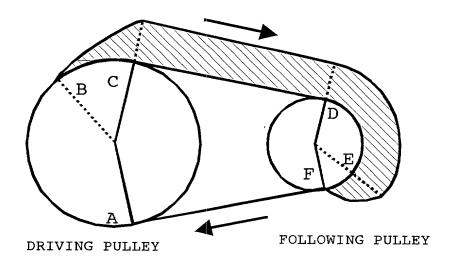
CASE WITH EXCESS THRUST

FIG. 3



THRUST RATIO IN CASE WITH EXCESS THRUST

FIG. 4



CASE WITH DECREASED THRUST

FIG. 5

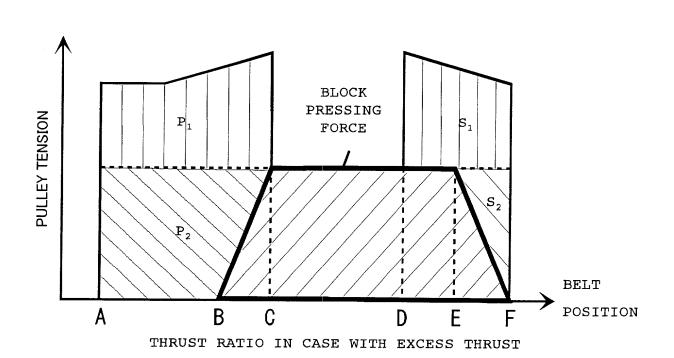
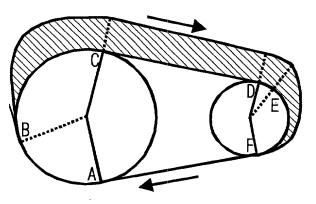


FIG. 6

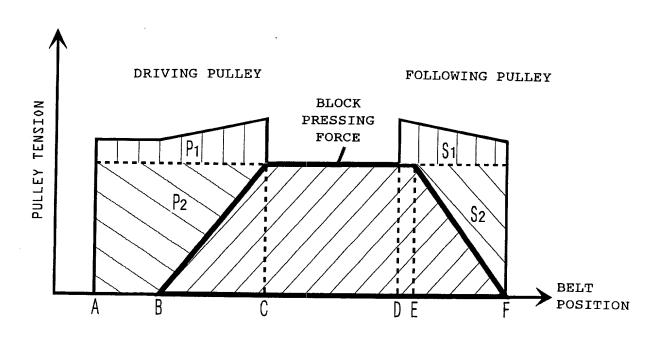


DRIVING PULLEY

FOLLOWING PULLEY

CASE WITH FURTHER DECREASED THRUST

FIG. 7



THRUST RATIO IN CASE WITH FURTHER DECREASED THRUST

FIG. 8

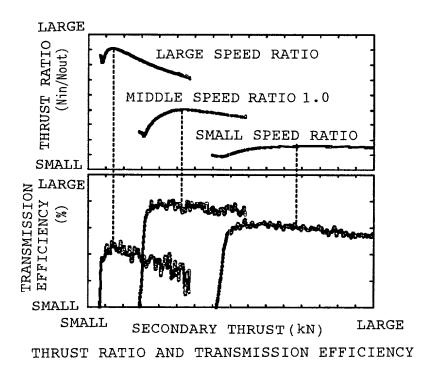
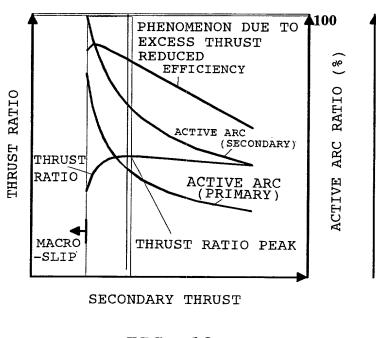


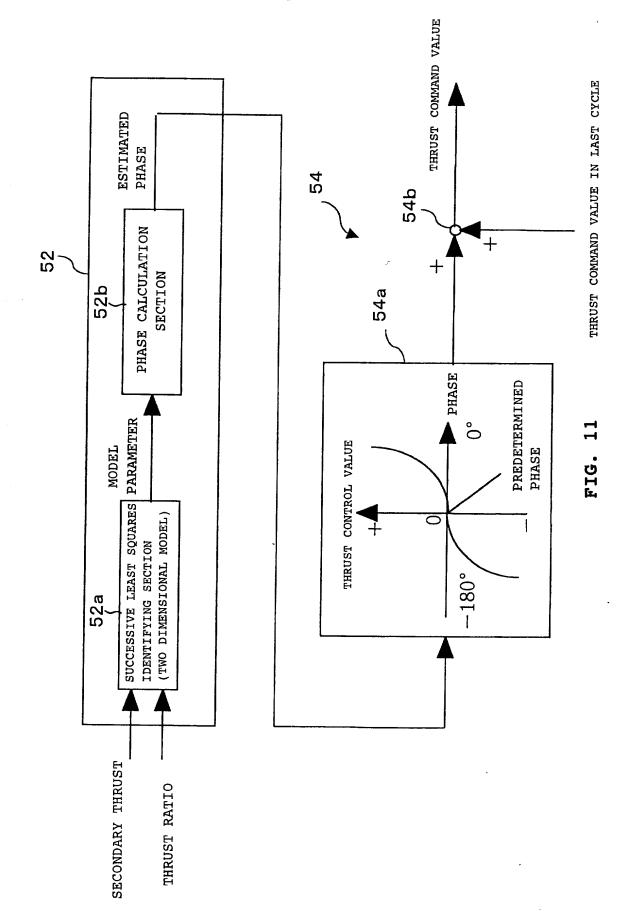
FIG. 9



TRANSMISSION EFFICIENCY (%)

FIG. 10

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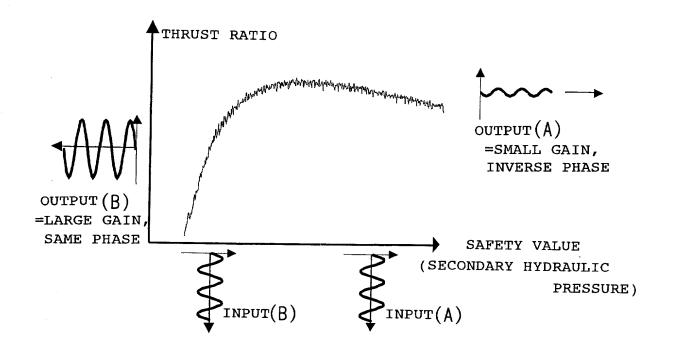
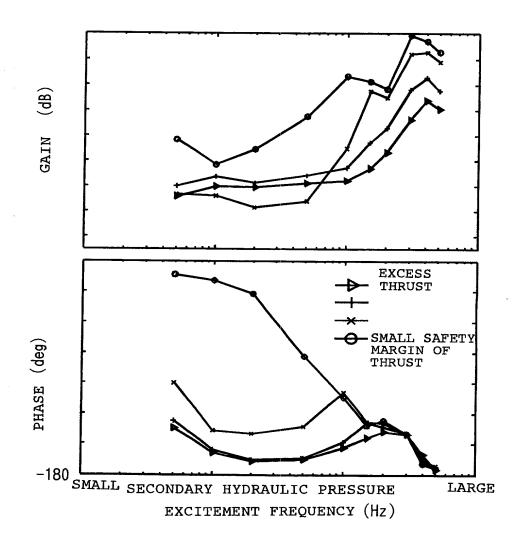


FIG. 12



HYDRAULIC PRESSURE-THRUST RATIO TRANSMISSION CHARACTERISTICS

FIG. 13

1015115 ITAL

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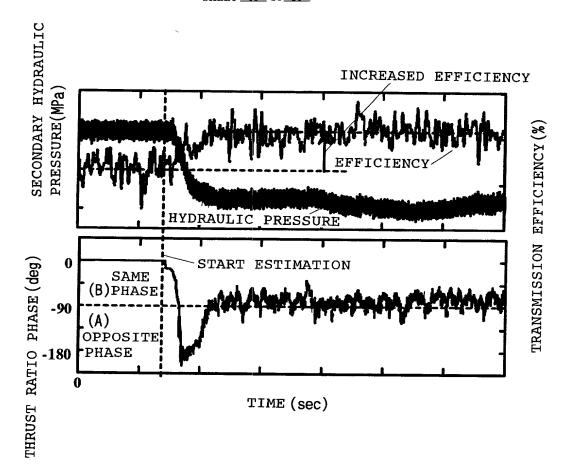
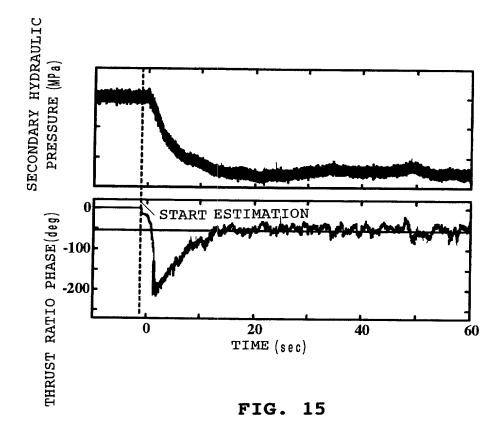
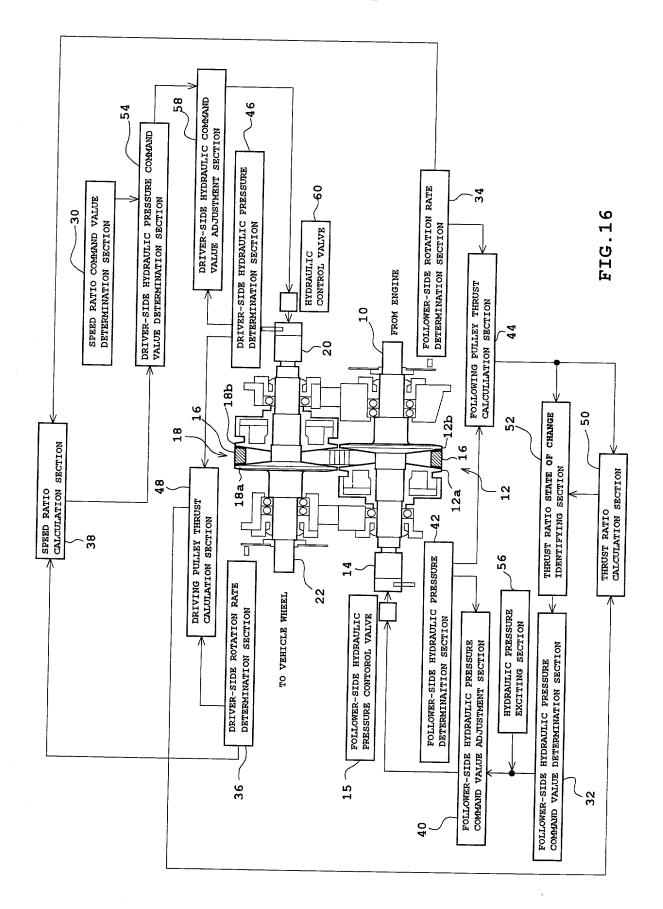


FIG. 14

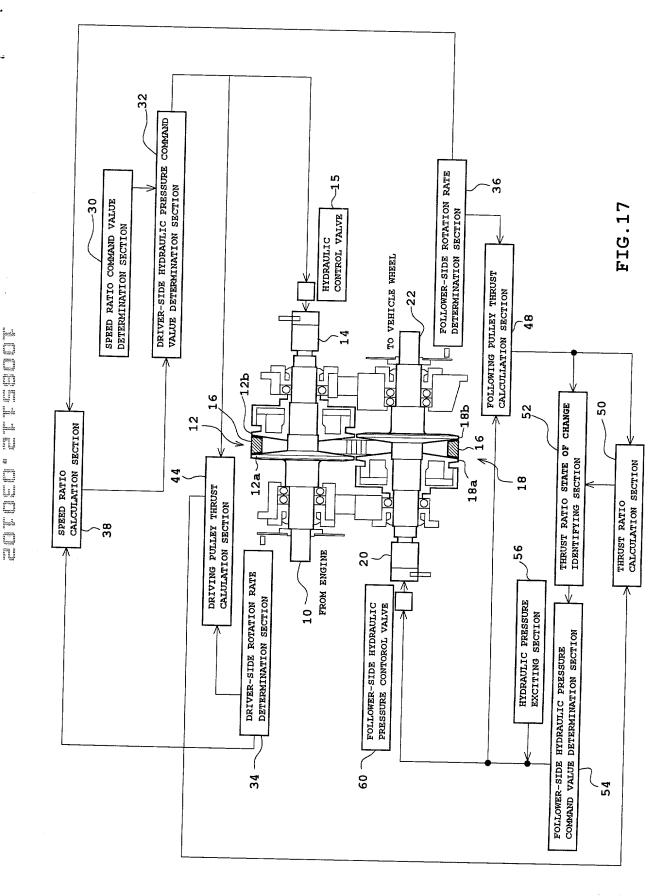
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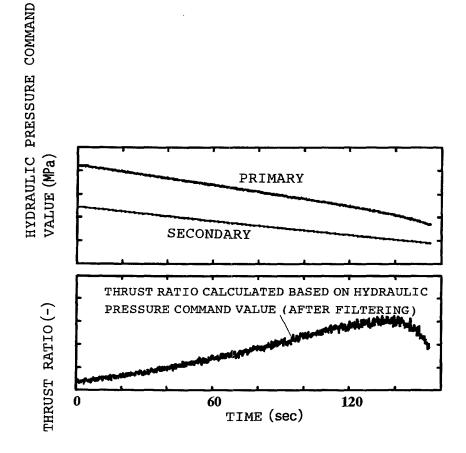
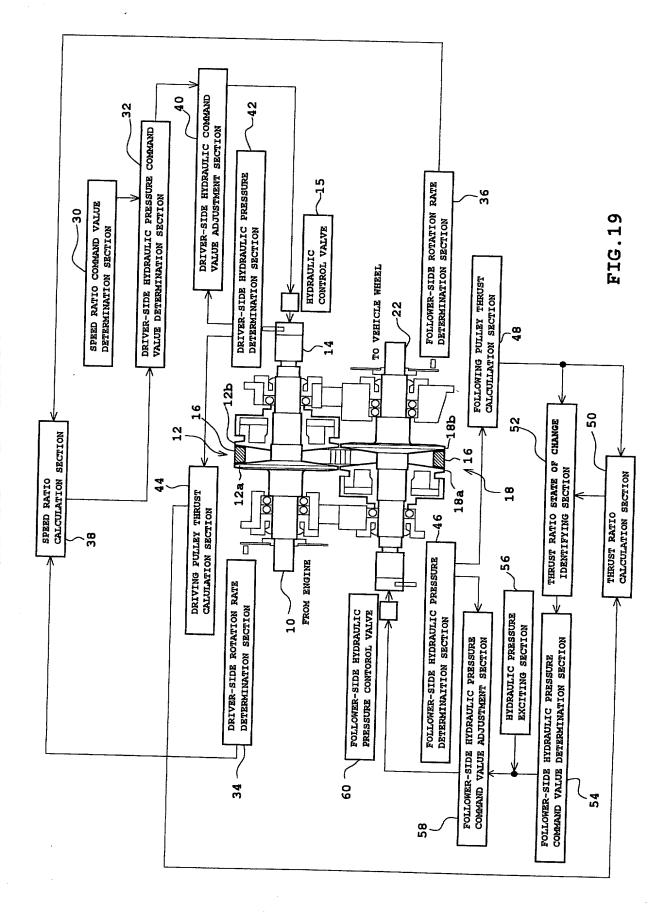
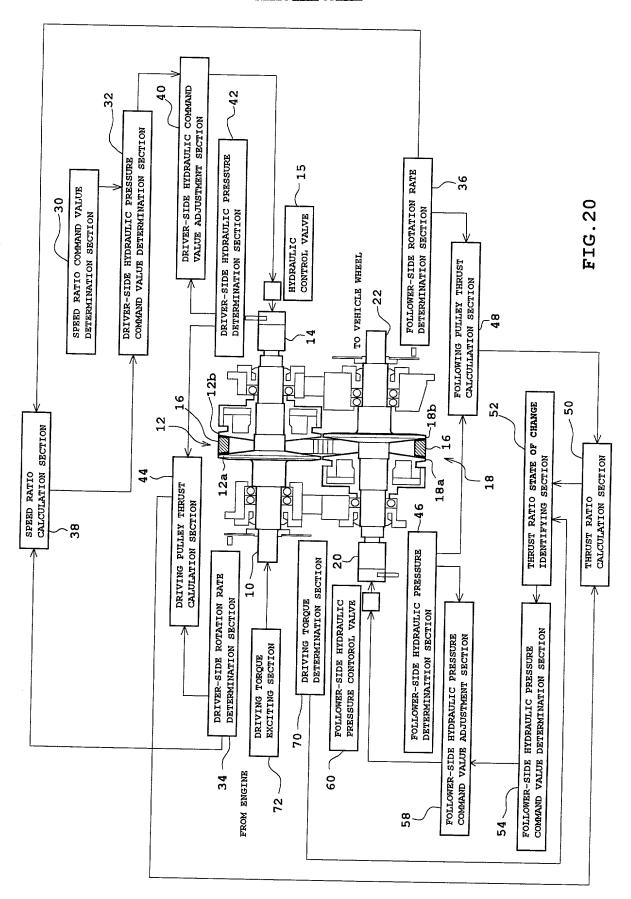


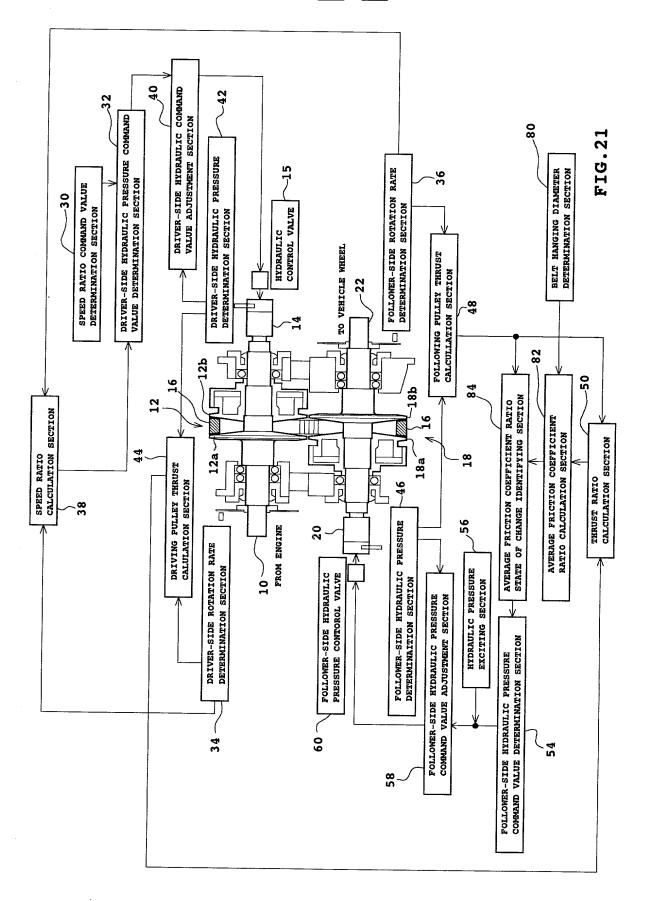
FIG. 18

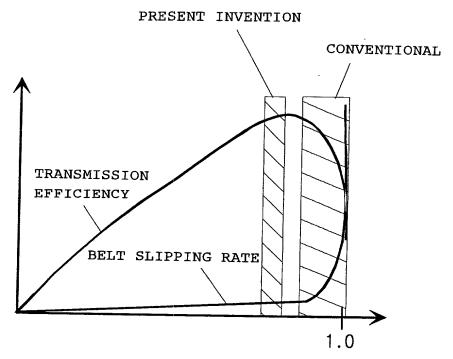


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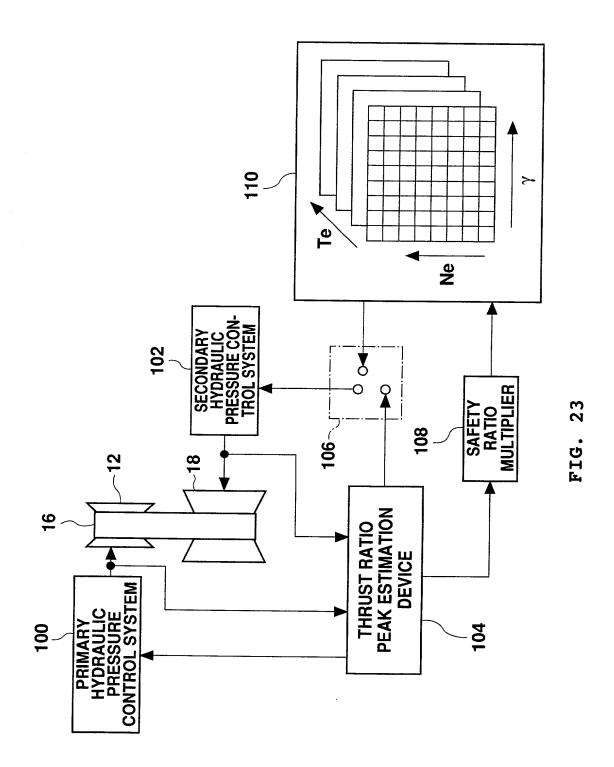


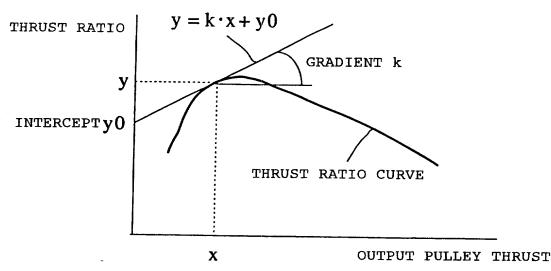


TRANSMISSION TORQUE/TRANSMISSION TOLERANCE TORQUE

FIG. 22

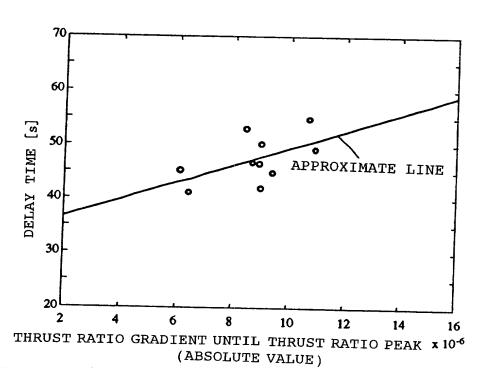
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APPROXIMATE METHOD OF THRUST RATIO AT OPERATION POINT

FIG. 24



DELAY TIME  $\Delta$ t RELATIVE TO THRUST RATIO GRADIENT (CHANGE)

FIG. 26

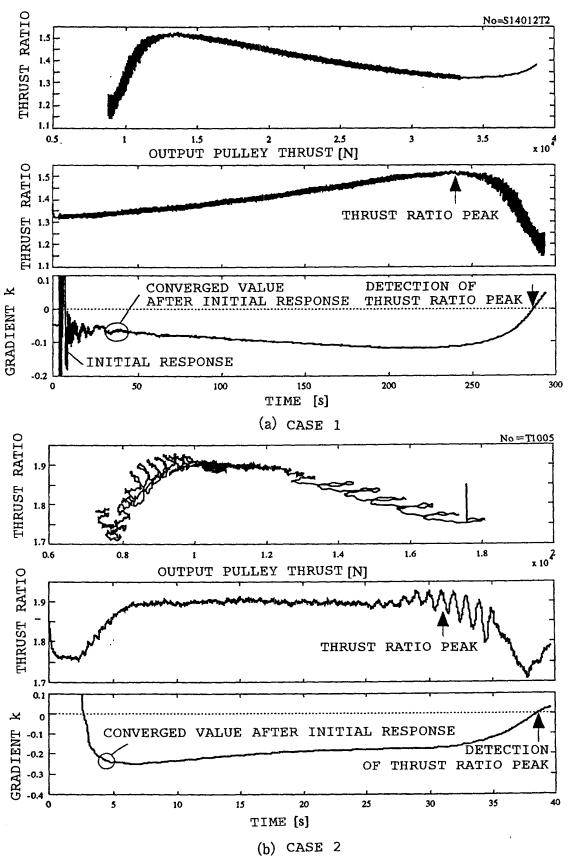


FIG. 25

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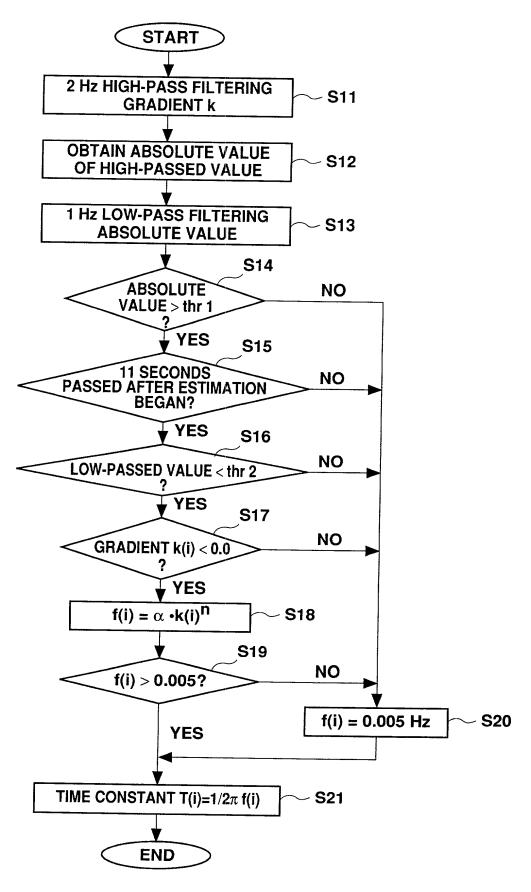
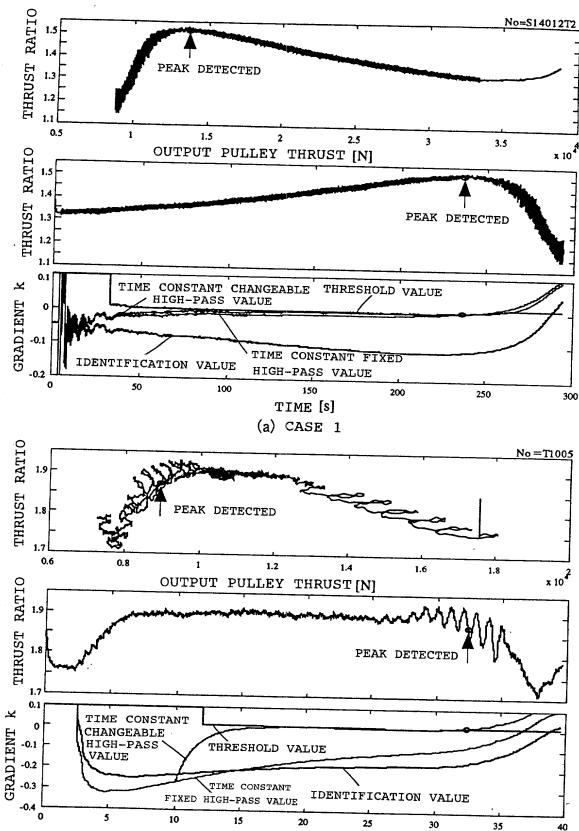


FIG. 27



OBLON, SPIVAK, ET AL

(b) CASE 2

FIG. 28

TIME [s]

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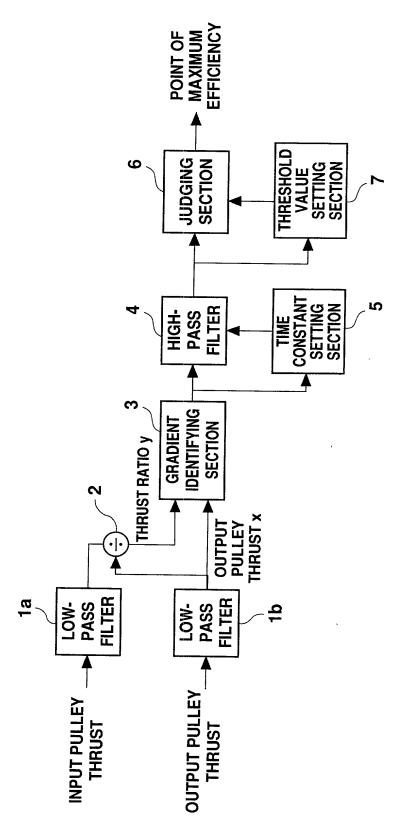


FIG. 29

## SPEED RATIO, INPUT TORQUE

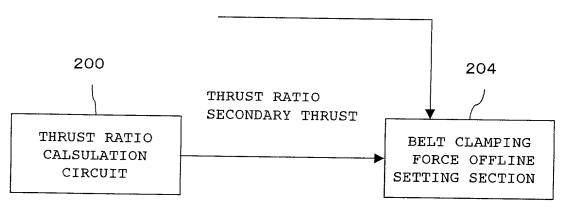
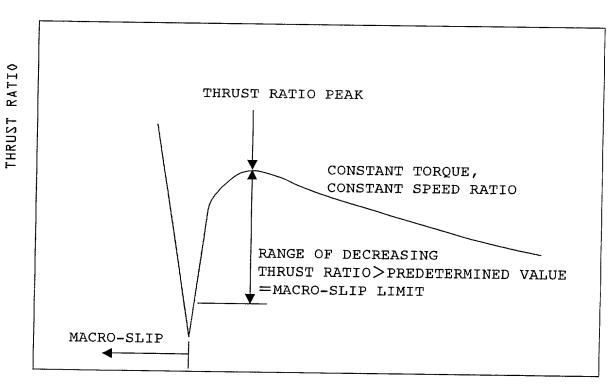


FIG. 30



SECONDARY THRUST[N]

FIG. 31

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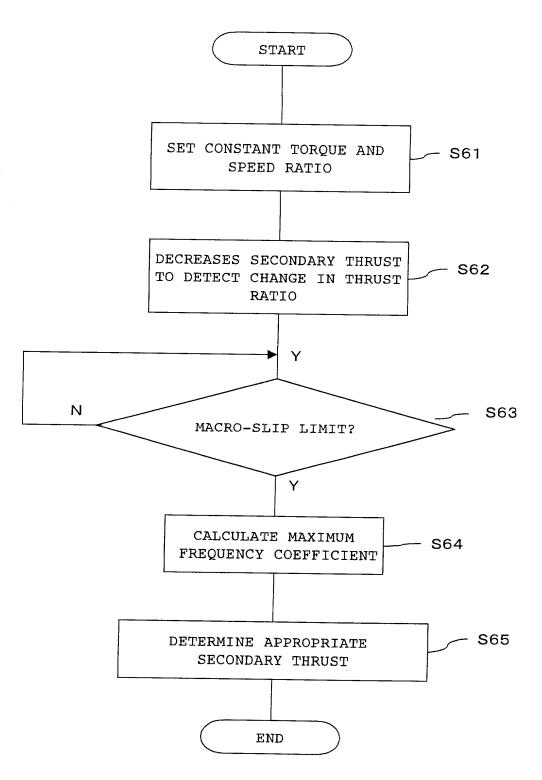


FIG. 32

## SPEED RATIO, INPUT TORQUE

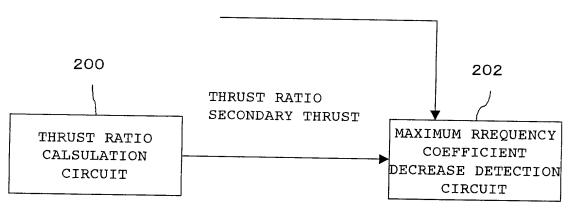
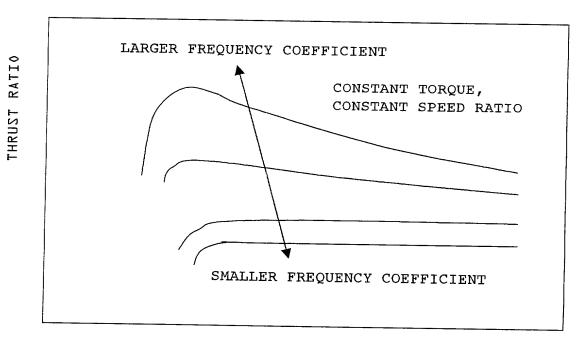
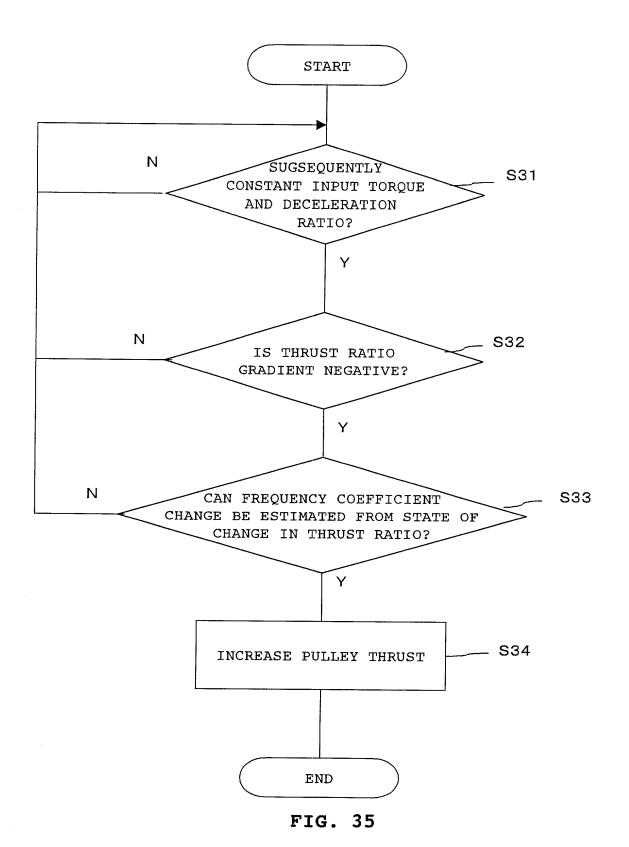


FIG. 33



SECONDARY THRUST[N]

FIG. 34



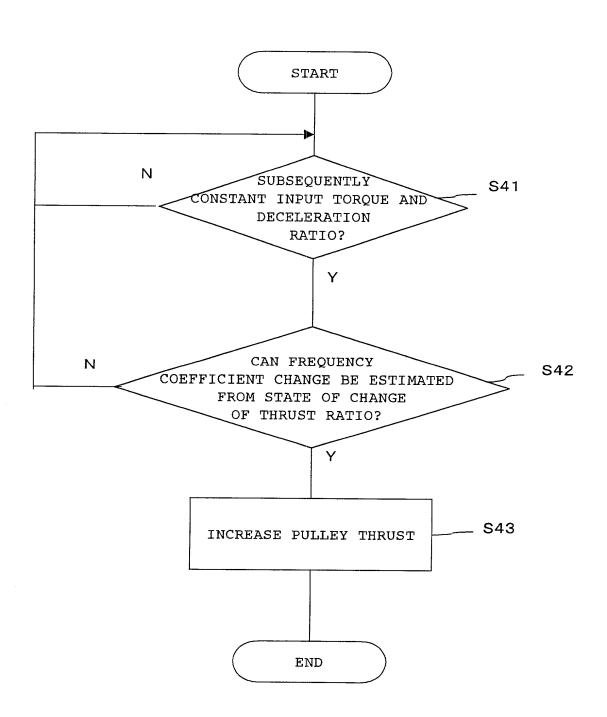


FIG. 36

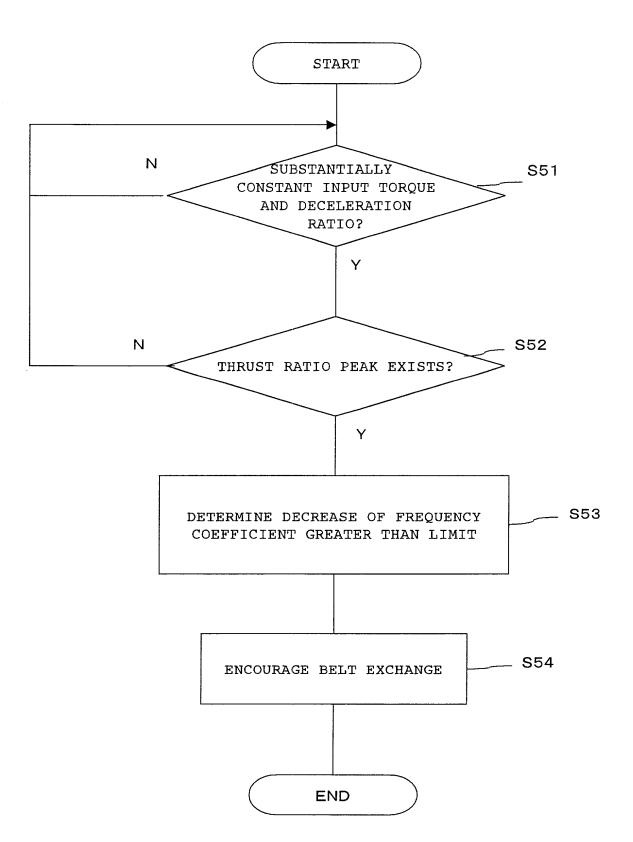


FIG. 37